9/6/83
C9700-3

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

Vol. 37 No. 10 September 5, 1983 Page 73

INSIDE

Jetstream 31s Get Flap Mod ..... Page 74
Metro, Merlin TBO Extended ..... Page 75
Challenger Flap AD Issued ..... Page 75
Business Aviation Briefs ..... Page 77
Marketplace ..... Page 80

METRO COCKPIT FIRE RESULTS IN NTSB, FAA ACTION

A cockpit fire aboard a Scheduled Skyways Fairchild Metro on Aug. 27 at Hot Springs, Ark. has resulted in separate actions by the National Transportation Safety Board and the Federal Aviation Administration. The captain, first officer and two passengers were able to evacuate the aircraft, which was taxiing from the gate to the takeoff runway, before the fire gutted the airplane down to the wingline from the cockpit to the empennage.

NTSB last Wednesday asked the FAA to issue an emergency airworthiness directive requiring operators of Fairchild SA226-TC Metro airplanes to immediately inspect the hydraulic tubing and oxygen lines near the electrical circuit breaker panel on the copilot's side console and behind the instrument panel. NTSB also asked the FAA to require "immediate replacement of hydraulic or oxygen lines exhibiting defects" and determine if other Fairchild models have similar defects.

FAA last Thursday issued a telegraphic message to its regional offices ordering airworthiness inspectors to contact all operators of SA226 and SA227 aircraft "and encourage them to do a one-time inspection behind the instrument panel and in the vicinity of the copilot's side console circuit instrument panel for evidence of hydraulic leaks and/or chafing lines and wiring." The FAA inspectors were further instructed to "spot check" 20 percent of their assigned operators' fleets and submit reports by Sept. 16.

A similar cockpit fire erupted last October aboard a Sun Aire Lines Metro aircraft while departing the gate at Palm Springs, Calif. None of that flightcrew or 16 passengers were injured. NTSB investigators concluded that the fire began when vaporized hydraulic fluid escaping from the pressurized hydraulic line was ignited by arcing of the copilot's instrument light rheostat control. There are approximately 150 Metros in use by commuter airlines.

CHALLENGER IMPROVEMENTS, RETROFITS ANNOUNCED AT OPERATORS MEETING

Canadair officials last week told attendees at its second annual Challenger maintenance and operations seminar that the company is in the "Challenger business to stay" and revealed a number of standard and optional improvements for both the Avco Lycoming-powered CL-600 and General Electric-powered CL-601.

Among the improvements announced for the CL-600 were winglets, use of spoilers down to 200 feet AGL, and an increase in gross and zero-fuel weight of 41,100 and 31,000 pounds, respectively. The aircraft will now have a maximum payload to over 6,000 pounds and thus will have to be operated in accordance with FAR Part 125 instead of Part 91. Canadair officials were unaware of this FAA regulation until operators pointed it out to them at the meeting. An FAA official told *BA* last week that the agency has not yet decided whether it will require Challenger operators to comply with Part 125 or grant an exemption.

Avco Lycoming announced that it had received FAA certification for a kit to upgrade the ALF-502L on the Model 600. The L2C kit enables the engine to run at cooler temperatures, thus improving reliability, reducing maintenance and improving fuel specifics by 2.5 percent. Kit will be available Oct. 1 and sell for $110,000 to $160,000. Improvements announced for the CL-601 include: increased maximum gross takeoff weight to 43,100 pounds; flight deck improvements; and availability of the General Electric CF34 K1.

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. COPYRIGHT © 1983 ZIFF-DAVIS PUBLISHING CO. ALL RIGHTS RESERVED. REPRODUCTION IS STRICTLY PROHIBITED. SUBSCRIPTIONS: ONE YEAR $100, SIX MONTHS $115.

79a

STATUS OF AIRPORT AND AIRWAY TRUST FUND

June 30, 1983

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,719,661,524.89	$ 3,881,478,472.29
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	7,667,000.00	53,896,995.00
	2. Tires used on aircraft	75,000.00	700,000.00
	3. Tubes used on aircraft	8,000.00	83,000.00
	4. Gasoline:		
	a. Commercial 9 cents tax	225,000.00	1,215,000.00
	b. Non-commercial 9 cents tax	3,625,000.00	12,618,851.00
	c. Non-commercial 5 cents tax	1,208,000.00	16,133,154.00
	5. Transportation by air, seats, berths, etc.	180,000,000.00	1,314,050,169.00
	6. Use of international travel facilities	7,000,000.00	40,645,033.00
	7. Transportation of property and cargo	8,000,000.00	72,557,976.00
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	207,808,000.00	1,511,900,178.00
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	-0-	127,942.00
	4. Any liquid fuel other than gasoline	-0-	112,264.00
	5. Gasoline - Retailer's tax	-0-	270.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manufacturers Tax	-0-	-0-
	Total Reimbursement for Tax Refunds.	-0-	240,476.00
	Net Tax Receipts	207,808,000.00	1,511,659,702.00
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	276,375,958.21	518,700,535.54
	Net Receipts	484,183,958.21	2,030,360,237.54
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	(590.20) 2/	275,994,021.17
	2. Grants-in-Aid for Airports	63,776,888.72	293,497,632.07
	3. Facilities and Equipment	21,963,192.31	181,124,103.41
	4. Research, Engineering and Development	7,893,664.89	50,990,710.80
B.	Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C.	Interest on Refunds of Taxes	-0-	19,915.00
	Total Expenditures	93,633,155.72	801,626,382.45
IV.	BALANCE-END OF PERIOD	5,110,212,327.38	5,110,212,327.38

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 819.24 1/	
Operations	152,007,838.75	
Grants-in-Aid for Airports	(20,158,787.51)	
Facilities and Equipment	2,870,170.03	
Research, Engineering and Development	(1,972,713.13)	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 132,747,327.38
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
10-3/4% maturing June 30, 1984	4,977,465,000.00	4,977,465,000.00
Total Assets		5,110,212,327.38
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$ 5,110,212,327.38
Total Liabilities and Equity		5,110,212,327.38

1/ Does not agree with TFS 6653 due to reporting error

2/ Expenditures incorrectly reported in June. Approximately $152 million will be reported in July, for June.

Department of Treasury Chart